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COUNTRY Soviet Zone of Germany

REPORT NO. [REDACTED]

TOPIC Staaken Airfield

25X1X

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. At about 9 a.m. on 19 July 1950 the unloading of bombs from 28 boxcars was started at the Dallgow (N 53/Z 65) railroad station. The same train included three flatcars, each loaded with three crates suitable for the shipping of aircraft engines, and two freight cars loaded with boxes marked with a red cross. A canvas-covered vehicle was also unloaded from the train. The following motor vehicle numbers were observed on trucks which carried the material unloaded to the Staaken (N 53/Z 65) airfield:

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2. On 24 July 1950 it was learned that bombs were stored in a building at the northeastern corner of Staaken airfield. Other bombs of about 500 kg were piled beside the building and empty boxes were stored 100 meters to the west. A fuel dump was under construction at the northeastern side of the airfield. Four tanks were half dug in and five additional tanks were lying about. They had the shape of tank car containers. (2) Thirty-eight single-engine aircraft and six twin-engine transports were in front of the hangars at the southern edge of the field.

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3. On 23 July 1950, 55 to 60 single-engine ground attack aircraft with single-strut landing gears were observed at the Staaken airfield between 4 and 4:30 p.m. Most of these aircraft had a directional loop antenna in front of the rudder unit. The occupation of the field had increased by 10 to 15 planes and the parking arrangement of the aircraft had changed. (3) Four twin-engine transports with single rudder assemblies were also observed at the field. (4) There was no flying in rainy weather.
4. On 30 July 1950, 100 to 110 single-engine ground attack aircraft fitted with single-strut landing gear and antenna rod on the cockpit were parked at the field from 2:30 to 3:30 p.m. The planes were arranged as follows: 25 ground attack in two lines in the northeastern section of the field; 12 ground attack lined from east to west in the western half of the field; 20 ground attack in two north-south lines in the western half of the field; 40 ground attack in wedge formation facing west at the eastern end of the runway;

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5 ground attack parked haphazardly west of the hangars and 5 to 10 ground attack in front of the hangars. The first three groups were marked with a red stripe at the leading edge of the rudder unit. (5) The upper edge of the rudder unit of the other groups was red. Four twin-engine transports, three with a stripe across the vertical rudder unit were parked in front of the eastern hangars. (6) There was no flying and the hangars were closed.

5. On 31 July 1950, formation flying with 8 to 10 ground attack planes was observed, starting at 7 a.m. in clear weather. At 10:20 a.m. 83 ground attack aircraft took off from Staaken and Doeberitz airfields for formation flying. The three leading aircraft were followed by formations of eight, eight, ten and eleven aircraft. This group was followed by another group of three aircraft flying in wedge formation ahead of two groups of nine and two groups of eleven aircraft. (7) The leading edge of the rudder assembly of all these planes was red. (8) The aircraft had a number on the fuselage, a single-strut landing gear and a directional loop antenna in front of the rudder unit. They flew at an altitude of about 800 meters and disappeared toward the north to northwest direction. The last aircraft returned by noon.

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Comments.

- (1) For sketch of vehicle that was unloaded see Annex. The motor vehicle numbers belong to series assigned to air force units stationed at the Staaken and Doeberitz airfields.
- (2) From these data it is concluded that a second ground attack regiment was transferred to the Staaken airfield. It was observed that air flying units took their fuel tanks along when transferred to another airfield. See [REDACTED]. It is believed that the transfer of the ground attack regiment to Staaken is not a temporary one.
- (3) The same source observed 40 to 50 ground attack aircraft on the field on 16 July 1950. See [REDACTED]. This is an indication that the transfer of the new regiment was started between 16 and 23 July 1950. 25X1A
- (4) These aircraft belong to a transport unit in Staaken which is equipped with Li-2s and Il-12s.
- (5) Since such markings were previously observed only with aircraft of the ground attack regiments stationed in Doeberitz, it is believed that one of the two regiments was transferred to Staaken. See [REDACTED] 25X1A
- (6) [REDACTED] 25X1A
- (7) From this formation it is inferred that the two regiments are composed of four units. It is believed that each squadron is equipped with 12 aircraft, i.e. that each regiment has 48 aircraft, probably with an additional headquarters flight. On the assumption that all airworthy craft participated in an exercise above regimental level, the operational strength of the two regiments is estimated at 80 percent of the authorized strength.
- (8) From the identification markings on the aircraft, it is believed that the units are the two regiments previously stationed at Doeberitz. These regiments belong to one of the two ground attack divisions of the Twenty-Fourth Air Army. The third regiment of this division is believed to be stationed at Schoenwalde.

1 Annex: Vehicle unloaded at Dallgow Railroad Station.

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